

very helpful, not only to our loyal employees but to those recently recruited.

Mr. Root was asked by what authority he had boosted the rates between New Jersey and Manhattan. "Our committee has no authority that we are entitled to this increase of fare inasmuch as the Interstate Commerce Commission, to which we submitted our petition for this new tariff schedule, has not notified us that it objects," said Mr. Root. "In other words, the new tariff schedule became effective automatically after the ten days of consideration of the circumstances surrounding our request that the I. C. C. reserved for itself. We first asked that we be permitted to charge a straight 5 cent fare between any and all points on opposite sides of the river. There was objection to that from some people in New Jersey. Then the Interstate Commerce Commission itself suggested that we create a differential that would make the rate between New York and New Jersey 5 cents and the rate between New York and other points 10 cents. We submitted this new schedule on April 5.

"The Interstate Commerce Commission usually lets thirty days elapse between the filing of the petition and its decision. Inasmuch as about twenty days of that time had passed between the filing of the first petition and the filing of the substitute, the new schedule was declared that the new schedule need be before it but ten days. We have heard nothing from it. Neither has any objection. Therefore the new schedule of rates becomes effective automatically.

"Of course if people make a kick and demand a hearing before the I. C. C. on this matter, the I. C. C. can suspend this new schedule of rates and a hearing will be granted. But nobody has and we shall go ahead with the new scale of fares."

Going Along Slowly and Safely.

Mr. Root said that the company had decided to run only four or five trains a day until it has accumulated sufficient well drilled men to put more trains in operation. Until further notice the service will be limited by telephone to the Terminal and Exchange place. He said he easily could get 500 new men, but did not believe that it was worth trying, inasmuch as he thought it better to go slowly and safely.

By way of setting themselves on record, the Essex Lodge, Brotherhood of Railroad Trainmen, issued a statement last night in which he said that none of the members has agreed to work, and that out of 247 men ordinarily employed in the Waverly yards of the Pennsylvania Railroad 225 attended the lodge meeting Sunday night and unanimously pledged loyalty to the board.

An investigation of the strike which was to have been undertaken yesterday at a special session of the Federal Grand Jury in Newark was postponed after reports indicating improved conditions were received at the office of Joseph L. Bodine, United States Attorney. Thirty strike leaders had been ordered before the Grand Jury, but the orders were countermanded by telephone. Speaking for Mr. Bodine later, Samuel I. Kessler, Assistant United States Attorney, said favorable reports were being received from all points within the jurisdiction of the Newark district. "We have every reason to believe the men want to return, and if the leaders try to prevent them we will go after them. Our evidence is marshalled. We are ready to go ahead and will do so by the 25th of the month if the same situation regarding the movement of freight trains exists."

Rockland County All Tied Up.

A prominent New York city official who lives in Rockland county declared last night that the Erie Railroad is not only failing to move freight up in his section of New York, but has not operated a passenger train in or from New City, the county seat, since April 5.

"The men at Port Jervis and all along the Erie are not returning to work," he said. "They are turning to other lines of work, resigning from the brotherhood, and saying that they will not do railroad work any more because they can get much more money in other mechanical lines. The farmers in the fruit crops because the chemicals they need for tree culture do not arrive. The crops will be late and sparse up our way because the Erie is bringing no fertilizer."

"We who must get to New York must pay \$3 to a motor car owner to get to Weehawken. We have our commutation tickets for a week paid \$1.25, but what good do they do us? Railroad conditions along the West Shore and the Erie railroads are just as bad today as they were a week ago, and nothing could be worse."

Fighting in Mott Haven Yard.

A delegation of strikers visited the Mott Haven yards of the New York Central late yesterday afternoon to argue with the switchmen and yardmen who were trying to get some of the freight congestion out of the way. The argument grew fervent and a busy switchman landed solidly upon the nose of a striker, whereat the striker countered with a shower of punches that precipitated a fine melee. Things looked bad until the police arrived.

There were no arrests, but trouble started again when the paymaster appeared with checks instead of cash. At first the engineers would have nothing to do with the checks, but they were argued into reason by officials, who told them that the change in the method of paying off was but temporary and prompted by the managers' entreaties by the presence of great deal of cash in the pay cars during these times.

COAL SCARCE, SUGAR 30 CENTS IN CHICAGO

Potatoes 12 Cts.—Three Big Firms Being Investigated.

Special to THE SUN AND NEW YORK HERALD. CHICAGO, April 19.—Thirty thousand freight handlers and clerks in railroad offices are to vote to-night on joining the other rail employees on strike. There has been considerable talk during the week of their joining the walkout. They demand a flat raise of twelve cents an hour.

Chicago's industries are moving slowly on a minimum supply of coal. Stores, office buildings, apartment buildings and residences feel the need of coal conservation. For a time this morning there was only one elevator running in the Federal Building and employees had to climb to their offices; later the custodian found thirty-five tons of coal in the building, although closed by a strike of engineers, could not operate anyway because of the fuel shortage. This situation has been developed by the switchmen's strike. Coal dealers describe it as a "hand to mouth" existence, or "general poverty."

Three big Chicago produce commission firms will face suit under the Lever act before Judge Landis in Federal court as soon as Assistant District Attorney Robert Milroy completes an investigation of high potato prices, he announced today. The Federal prosecutor refused to divulge the names of the firms he is investigating, but said he would ask a court order commanding them to place upon the market at once potatoes and other food supplies that have been held in freight cars on local tracks. Potatoes sold for 12 cents a pound in Chicago today.

Sugar is selling from 25 cents to 30 cents a pound. The small grocery store is unable to secure sugar at any price.

OUTLAWS THREATEN RAIL LABOR BOARD

Demand Recognition With Alternative of Taking New Start in Strike.

UNION SPLIT IS POSSIBLE

No Action on Radicals' Plea Is Taken—Hearing Proceeds This Morning.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, April 19.—A new out-law railroad strike and an open rupture in the ranks of the accepted railroad union organizations, appeared as possibilities today following an appeal by representatives of the outlaws for hearing by the Railroad Labor Board and the handing down of a general ruling by the board that may preclude such a hearing.

The radical representatives who came to Washington in force with an appeal for a hearing are prepared to insist upon such a hearing, holding the threat of another strike by them unless it is granted, and they receive assurance of action by the board to adjust their grievances.

W. N. Doak, for the recognized railway unions, accepted the gauge of battle from the radicals within the ranks when he took up the issue of hearing the outlaws representatives and insisted to the board that representatives of all of the organized men were on hand, and that no outside representation was needed for speedy action on the wage and other demands brought formally before the board by the unions.

Board Sidesteps Direct Issue.

The board today sidestepped the direct issue, went into executive session and has so far announced no decision. Disappointed in their initial effort for a showdown and assurance of immediate hearing by the board, the radical representatives held a meeting to determine their future course. It was declared that unless developments in the next few days are more favorable the brothers and other railroad organizations will be split by the withdrawal of men who have joined the Railroad Workers of America, which is organized on a big one union idea.

Mr. Doak, who is the representative of the railway trainmen but is acting for all of the brotherhoods and the railroad department of the American Federation of Labor, in presenting the demands of the old organization men to the board, stated that all of the men not acting in accordance with the rules of their organization "would be obliged to withdraw."

After an hour's executive session today the Railroad Labor Board issued its first general order. It was significant that this order giving the board's interpretation of procedure under the transportation act provided specifically that the board would not "receive, entertain or consider" any complaint, appeal or petition from parties who were not observing the requirements of the transportation act or who were not adopting every possible means to avoid the interrupting of transportation service.

Insurgent Leader Threatens.

E. A. McHugh of New York, who said he represented 5,000 of the men who are out or were out in and around New York city, declared these men would not go back to work without some assurance from the board of an early consideration of grievances. He said there still is a loophole for such consideration in that section of the board's order which provided that the order of hearing on petitions might be changed by the board if the public interest required such a course.

Mr. McHugh was introduced to the board by Representative Egan (N. Y.), who told the board that he was representing men coming before it on the right of petition. The board went into executive session and adjourned without taking direct action on McHugh's petition.

NEGRO LYNCHED IN KANSAS.

Assault of White Girl Hanged Few Hours After Crime.

PITTSBURG, Kan., April 19.—A mob estimated to have numbered 1,000 persons today surrounded the jail at Mulberry, near here, seized a negro identified as having attacked a young white girl here this morning, and hanged him to a telephone pole.

The mob made no attempt to molest a white youth who with the negro was captured by a posse this afternoon.



INTENTION IT IS THE INTENTION OF FINCHLEY TO SUPPLY CLOTHES WHICH CAPABLY REPRESENT, AND GRACEFULLY MEET, THE IDEAS OF THE PRACTICAL MAN OF GOOD TASTE.

CUSTOM FINISH WITHOUT THE ANNOYANCE OF A TRY-ON READY-TO-PUT-ON TAILORED AT FASHION PARK FINCHLEY 5 West 46th Street NEW YORK

Prices realized on Swift & Company sale of carcasses beef in New York City for week ending Saturday, April 17th, on shipments sold out, ranged from 16.30 cents to 17.50 cents per pound and averaged 17.00 cents per pound.—10.

VITAMINES

Vitamines are wonderful life-giving substances found chiefly in milk.

And milk, as every one knows, is the most complete food that nature provides.

Experts in nutrition have lately discovered that vegetables also contain these valuable substances.

That is why you will always find at CHILDS a variety of fresh green vegetables, deliciously cooked and temptingly served.



FOOD PRICES FALL AS FREIGHT MOVES

Relief Felt Generally in Wholesale Markets.

With the collapse of the railroad strike and the arrival of quantities of foodstuffs yesterday, wholesale prices declined generally and retail prices are expected to follow suit within the next few days. The variety of vegetables and fruit from the South is greater than for some time, according to the daily bulletin issued by the State Department of Farms and Markets.

It includes cabbage, celery, New Orleans vegetables, spinach, kale, tomatoes from Florida, green beans, egg plant, cucumbers, Virginia apples, oranges and grapefruit. The wholesale market was flooded with seventy-five cars, or 15,000 barrels of spinach. The price dropped from the figure of \$6.50 wholesale for a barrel of 35 or 40 pounds, net weight, which prevailed last week, to \$2 a barrel, with the poorer quality selling as low as \$1 a barrel.

Texas spinach in bushel hampers, of which several carloads were received, sold for 50 cents to 75 cents a hamper wholesale. Fifty-eight carloads of vegetables and fruits were unloaded at the Pennsylvania piers in lower Manhattan Monday morning, besides the goods brought by truck from the yards in New Jersey. Only sixteen cars of box apples and four cars of oranges were delivered at the Erie piers.

Live calves dropped from 33 cents to 25 cents, wholesale, since Friday, owing to the large receipts of 3,578 head. Live poultry is becoming more plentiful and should be cheaper. Thirty-two cars arrived since Friday and 133 cars are expected this week.

Potatoes are still high, the wholesale price Monday morning being from \$14 to \$15 per barrel of 150 pounds. Onions from Egypt are selling at \$7.50 per bag of 100 pounds.

The "flying squadron" of the Department of Justice arrested John McElroy, 288 Eleventh avenue, yesterday. He was charged with selling to the public a profit of \$2.95. He waived examination and was held in \$1,000 for the Federal Grand Jury.

STATEN ISLAND CAR THREAT.

Men Warn City; Mayor Thinks It Trick for Higher Fares.

A committee from the employees of the Richmond Light and Railroad Company served notice yesterday upon Mayor Hylan and F. H. La Guardia, President of the Board of Aldermen, that the city need not be surprised if they strike in the near future.

The Mayor told his visitors that no doubt the company would welcome a strike as a help toward increasing fares, but that the wage dispute is not an affair of the city's unless both sides requested that the city act as an arbitrator.

Six Killed by Dynamite Blast.

ALLENTOWN, Pa., April 19.—Six men were killed and three seriously injured today by the premature explosion of a dynamite blast charge in the quarry of the Lehigh Portland Cement Company.

U. S. RAIL CONTROL LOSS OVER BILLION

House Appropriations Committee Estimates Cost of Operation at Huge Sum.

WASHINGTON, April 19.—Total loss to the Government growing out of Federal control of the railroads was estimated today by the House Appropriations Committee at more than \$1,125,000,000. This includes the \$235,000,000 estimated as guarantee to the roads under the terms of the transportation act.

The actual loss during the twenty-six months of active Government control was placed at \$204,000,000. The committee pointed out that the Government had loaned \$862,000,000 to the roads and said that since much of this went to weaker lines to prevent receiverships during Federal control.

The committee was reporting on the emergency deficiency appropriation measure, in which \$300,000,000 was included for the Railroad Administration. Director General Hines had asked for \$20,000,000 to wind up the administration's affairs, but the committee cut the total \$20,000,000 and recommended that the Treasury be instructed to purchase \$20,000,000 worth of Liberty bonds held by the Railroad Administration, thus making available that additional amount for winding up the administration's affairs.

Provision for Settling Claims.

The committee explained that it had made the reduction because the transportation act provided \$30,000,000 for settling claims against the Government growing out of Federal control.

Discussing the cost of Federal operation of the roads, the committee in its report said:

"Clearly it was not the purpose of the Director General of the Railroads to give the impression that \$204,000,000 would cover the total losses sustained by the Government during Federal control, nor should it be inferred that \$228,000,000 shown as the additional loss the Government will suffer because of Federal control is the only loss which the Government will sustain because of the Federal control and operation of the railroads."

Securities Much Depreciated.

"No one will contend that the Government will realize the full amount invested in these securities. If all the securities owned by the Government at the present time, including its investment in Liberty and Victory bonds, were sold upon the market for cash, it is quite probable that the loss to the Government in these transactions alone would total more than \$250,000,000 on a total investment of more than \$965,000,000, including the investment in inland waterways. Assuming that the railroad securities owned by the Government would shrink, \$250,000,000 by the present conversion thereof into cash, the total loss to the Government chargeable to Federal control and operation of railroads amounts to \$1,375,000,000, leaving out of consideration any question of under maintenance."

Other losses cannot be determined until all affairs of the Railroad Administration are settled, the report said, pointing out that Mr. Hines expected "the task of winding up affairs of the Railroad Administration to continue certainly until December 31, 1920, and that it is entirely probable it may run beyond March 1, 1921."

Besides the funds for the Railroad Administration, the committee recommended appropriations aggregating \$3,000,000 for miscellaneous Government services, the principal one being \$2,000,000 additional for caring for war disabled soldiers and sailors by the War Risk Insurance Bureau.

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Aside from the question of the claims of under maintenance made by the railroads, the loss of interest to the Government on appropriations made for the operation of the roads, it must be remembered that the Government will have an investment in railroad securities rising from Federal control of \$462,000,000. Many of these loans were made to weaker roads in order to prevent receiverships during Federal control.

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You can't touch them elsewhere at this price!

Men's Spring Suits

Our own \$55 & \$60 grades

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Why we make this concession

We make it because it is made to us by one of our leading tailoring organizations. And for another reason—because it is the simplest way of introducing to New Yorkers the kind of clothing we sell—the kind that has made this department one of the largest in New York! Here's a clear gain of from \$10 to \$15 for you if you act quickly.

McCreery's All-Leather Shoes for Men

High and Low Shapes—all this Season's Styles—all beautifully made—all considered a very excellent opportunity at \$11.95 REGULARLY \$16.50

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